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BPR Land

Approved For Release 2002/01/08 : CIA-RDP86-00244R000300120032-6

4 FEB 1970

MEMORANDUM FOR: Deputy Director for Support  
THROUGH : Director of Logistics  
SUBJECT : Congressional Action on Bureau of Public Roads Bill  
and Related Department of Transportation Considerations  
REFERENCES : 1. House Appropriations Subcommittee Hearings on the  
Department of Transportation  
2. Engineering News-Record, 1 January 1970

1. This memorandum is for information only pursuant to the request of Robert L. Bamornan, Deputy Director for Support, for the undersigned to keep him informed on the progress of the Bureau of Public Roads Bill.

2. Referent number 2, on the editorial page titled Washington Observer, discussed Department of Transportation budgetary increases. The editorial page also made reference to the improved status of the National Highway Safety Bureau (NHSB), stating that the NHSB was being pulled out of the Federal Highway Administration (FHWA) and placed directly under the Secretary of Transportation, John A. Volpe. The comment is made that placing Douglas Toma, Head of NHSB, in a position to report directly to Volpe, will launch NHSB into a period of vigor. This was implied to be at the expense of FHWA which would retain authority over design, construction, and maintenance standards.

3. Mr. Charles Scheffey, Bureau of Public Roads (BPR) representative, had mentioned that new NHSB facilities would be constructed on the BPR Langley site. Congress now has been asked to approve other research and testing facilities for NHSB. This presumably could lessen its interest in the Fairbank Highway Research Station. In October 1968 NHSB had submitted a report to Congress justifying the need for motor vehicle and highway safety research and test facilities, recommending \$10 million for engineering planning and design. The Bureau of Public Roads Statement of Requirements of 16 July 1969 proposed a five year development program at the Fairbank Highway Research Station of \$21,950,000; \$12.5 million of this was for Fiscal Years 1970, 1971, and 1972. The ultimate request submitted to the House Appropriations Subcommittee was for \$11 million through Fiscal Year 1972. Mention was also made in the hearings of a need for later development of an applied research laboratory at the BPR Langley site, at an estimated cost of \$3.3 million. Search by the Department of Transportation is continuing for sites on which to locate other facilities which cannot be accommodated at the BPR site.

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4. [REDACTED] Office of the Legislative Counsel, on 16 January 1970, provided this office with a copy of referent number 1. This tome was reviewed by the undersigned, and comments especially pertinent to CIA were extracted. (A set of these excerpts is attached.)

5. In the course of our discussion [REDACTED] advised that his informant on Capitol Hill had stated that the BPR had received the \$500,000 requested for planning and engineering studies. During the hearings Mr. McFall of the House Subcommittee had asked whether the 75 percent freeze on new Government construction would affect the Fiscal Year 1970 request. Mr. Turner replied that it would not since the Fiscal Year 1970 request was purely for planning and preparatory work.

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6. [REDACTED] was further advised by his informant that the "(Off the record)" comments noted on page 1179 of the hearings record were concerned with a discussion of the congestion of Government organizations in the Washington metropolitan area. That discussion did not make reference to any CIA need for more space, the Use Permits for the West Parking Lot and the athletic fields, or the possibility of CIA interest in the BPR space, according to

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[REDACTED] Mr. McFall, later in the hearings, questioned whether "we" wouldn't be better off to put the BPR facility ten miles further out in Virginia or Maryland. To this Mr. Turner replied that he thought not. However, his reason was not a very strong one and reflected upon the advantage to the Federal Highway Administration rather than to the "we", which was apparently a reference to the Government and the people in the National Capital area. Mr. Turner noted that aside from the land about \$4 million had been put into the Fairbank Highway Research Station.

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[REDACTED]  
Chief  
Building Planning Staff, OL

Att:

Reference 1

Distribution:

Orig & 1 - Addressee w/att

1 - D/L w/att

1 - OL/Registry wo/att 2

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